

Patent claims:

1. A method for operating an electronic module (10) supplied with electrical energy by an operating voltage source ( $U_{\text{Bat}}$ ) with a circuit unit (3) for carrying out at least one system function, wherein in the event of an operating voltage interruption the operating voltage ( $U_s$ ) is supplied by a system-autonomous capacitor ( $C_s$ ) and the system function can be activated by means of the energy reserve supplied by a function-autonomous capacitor ( $C_z$ ) and wherein furthermore the system-autonomous capacitor ( $C_s$ ) is charged by a voltage converter (1) connected to the operating voltage source ( $U_{\text{Bat}}$ ), characterized in that the function-autonomous capacitor ( $C_s$ ) is connected to the voltage converter (1) and to the system-autonomous capacitor ( $C_s$ ) by means of a charging connection (5) and in that said charging connection (5) is controllable in following operating states:
- a) as a switch for clocking the charging current charging the function-autonomous capacitor ( $C_s$ ), and
- b) as a controllable resistance for producing a constant discharging current for checking the system-autonomous capacitor ( $C_s$ ) and for producing a re-loading current for re-loading the function-autonomous capacitor ( $C_z$ ).
2. A method according to claim 1, characterized in that for checking the system-autonomous capacitor ( $C_s$ ) it is discharged into the function-autonomous capacitor ( $C_z$ ).
3. A method according to claim 1 or 2, characterized in that the charging connection (5) is established by means of

at least one transistor element (T) and by a resistance (R) which is series-connected to it.

4. A method according to one of the preceding claims,  
5 characterized in that an up-converter is used as a voltage converter (1).

5. Use of the method according to one of the preceding  
10 claims in a motor vehicle control device with a power module (3) as a circuit unit for triggering a security unit (4), wherein in the event of an operating voltage interruption the system function is the provision of the  
15 ignition energy by means of an ignition-autonomous capacitor (C<sub>z</sub>).